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SOURCE Hsin Kuan Ch'a, No 15, 1952.TRANSFORMATION OF SZECHWAN ECONOMY

[Summary: The Chungking-Ch'eng-tu Railway is serving as an important factor in developing the Szechwan economy. This railway offers industrialists and businessmen the following advantages in rail transportation: (1) shortens the distance between Chengtu and Chungking, (2) indirectly stimulates sales and increases the production of industries, (3) provides safety for transporting goods, (4) provides much cheaper form of transportation. Gives production figures of Szechwan industries.]

The 505-kilometer Chungking-Ch'eng-tu Railway did much to improve the backward transportation and communication system of Szechwan Province. Along the route of this railway are rich mine deposits; and the fields of Ch'eng-tu produce large quantities of wheat, rice, and tobacco. The city of Nei-chiang is famous for sugar production; its yearly production reaches 2.2 million piculs.

The southwestern part of Nei-chiang Hsien is a salt-producing area, and the salt produced in that area consists of one tenth of the total salt production of the entire country. Over 100,000 workers of that area are engaged in the salt industry. The salt production of the southwest consists of 50 percent of its total industrial production. Some secondary products are manufactured from salt, and these products can be distributed adequately to the entire southwest Szechwan.

Chin-t'ang and Chiang-chin produce 250,000 piculs of tangerines per year, which are worth over 200 million yuan. Yung-ch'uan and adjacent hsiens are food-producing regions. Lung-ch'ang and Jung-ch'ang are famous for linen production. The hill districts produce tea, hemp, bristles, medicinal herbs, and lumber.

The southeastern part of Szechwan has rich coal deposits, but previously coal could not be transported to ch'eng-tu; and, as a result, Ch'eng-tu wasted 200,000 cubic feet of lumber per year by using it for fuel. Since the railway now provides adequate transportation for coal, the lumber may be used to manufacture 40,000 tons of paper.

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Since the opening of the new railway, goods are readily transported from one part of the province to the other and from Szechwan to other parts of the country. Commodity prices are therefore lower. For example, Yung-ch'uan coal is now sold in Ch'eng-tu for 250,000 yuan per ton instead of 800,000 yuan per ton. Railway transport costs for shipping cane sugar from Nei-chiang to Chungking is 120,000 yuan per ton, one tenth of the truck transport costs. Three hundred tons of goods are loaded on trains for transport daily at the Nei-chiang railway station.

In 1950, each mou $\frac{1}{6}$ of an acre of fields in sugar cane produced 1,700 kilograms of sugar; in 1951, 2,400 kilograms; and in 1952, 3,500 kilograms. From an analysis of the preceding figures, the increase of sugar production in Nei-chiang in 1952 is estimated to be 36 percent over that of 1950.

Because of the railway, the 400 privately-owned machinery plants at Chungking reopened and created employment for the 100,000 unemployed workers. Szechwan cities such as Hsuan-han, Wan-yuan, Wei-yuan, and Ch'i-chiang resumed iron and steel industrial production. When the railway construction began in 1950, weaving, sewing, and machinery repair plants developed in Szechwan. The Lung-ch'ang linen production increased 20 percent over that of 1950.

In 1951, some 200 new business houses opened in Nei-chiang. In Yung-ch'uan, the number of brick and porcelain companies increased from 5 to 18, the number of oil companies increased from 23 to 31, and the number of paper manufacturing companies increased to 50.

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